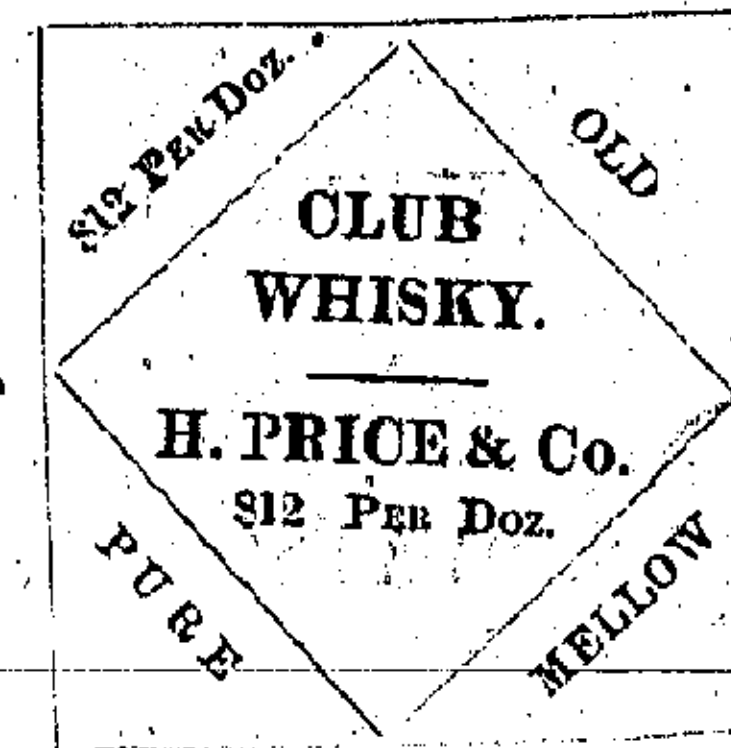


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DODWELL & CO., Ltd., Agents.
Hongkong, 12th February, 1901. [2-a008]

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Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
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Electric Lighting in the Billiard Rooms.

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CHARGES MODERATE.

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City Office: 7, Duddell Street.

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PLUNKET'S GAP, The PEAK, near the
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For Terms, apply to the

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A FIRST CLASS HOTEL of 45 Bed-
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TO LET.

HOUSE at MOUNT KELLET SPUR, now in occupation of H. MATHEWSON, Esq. Apply to—

LINSTEAD & DAVIS,
Hongkong, 27th March, 1901. [870]

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TWO very spacious and well ventilated **TWO-STORY EUROPEAN RESIDENCES** with **GARDENS** and **TERRACE LAWNS**, each containing 6 Rooms, Bathrooms, and Outbuildings, in **MACDONNELL ROAD**, on Inland Lot No. 1,509. Apply to—

TANG LAP TING,
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MOK MAN CHEUNG,
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Hongkong, 19th March, 1901. [792]

TO LET.

FROM 1st APRIL, 1901.

NO. 5, MORRISON HILL.

Apply to—
G. C. ANDERSON,
29, Des Vaux Road.
Hongkong, 15th March, 1901. [756]

TO LET.

TWO SPACIOUS GODOWNS, with Upper Floors for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at **BELCHER'S BAY** on Lot 248. Apply to—

JOSEPH & CO.,
1, Duddell Street.
Hongkong, 26th March, 1901. [865]

TO LET.

NO. 16, WYNDHAM STREET.
Apply to—
E. A. DE CARVALHO,
C. F. DE CARVALHO.
Hongkong, 25th March, 1901. [843]

TO LET.

A HOUSE in **RIFON TERRACE**, **HOUSES** in **LEIGHTON HILL ROAD**. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 18th March, 1901. [666]

TO LET.

2ND FLOORS of Nos. 62A and 64, and **GROUND FLOOR** No. 65, **QUEEN'S ROAD CENTRAL**. Apply to—

ON CHAI & CO.,
2nd Floor No. 52, Gage Street.
Hongkong, 16th January, 1901. [294]

TO LET.

"STILLINGFLETE," PEAK ROAD.
6 ROOMED HOUSE from 1st May. Apply to—
ARRATTON V. APCAR & CO.
Hongkong, 14th March, 1901. [741]

TO LET.

RICHMOND TERRACE—Nos. 2 & 3. Possession on 1st April; No. 6. Immediate Possession. Apply to—

LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1-4 March, 1901. [612]

TO LET.

POSSESSION APRIL 1st.

NO. 1, STEWART TERRACE.

Apply to—
J. W. NOBLE,
Hongkong, 6th March, 1901. [661]

TO LET.

TWO ROOMS, Corner of Queen's Road Central and Lee House Lane. Suitable for Living Rooms or Offices. Partly Furnished. May be rented together or separately. Apply to—

MANAGER,
Hongkong Daily Press Office.
Hongkong, 20th March, 1901. [719]

TO LET.

FURNISHED ROOM with **BOARD** in **KWLOON**. Apply to—

B. C.,
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Hongkong, 22nd March, 1901. [823]

TO LET, FURNISHED.

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Hongkong, 14th March, 1901. [739]

TO LET.

WITH IMMEDIATE POSSESSION.

NO. 9, SEYMOUR ROAD.

Apply to—
S. B.,
Care of Daily Press Office.
Hongkong, 14th March, 1901. [740]

TO LET.

NO. 2, GOMES VILLAS, DES VEAUX ROAD, KWLOON. Apply to—

LINSTEAD & DAVIS,
Hongkong, 16th March, 1901. [791]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with **BOARD**. Apply to Mrs. MATTHEW, 2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY
"VERITAS,"
BRACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [178]

SPORT AND ANECDOTE.

By an Old Foogy.

THE PENALTY KICK FROM AN AMATEUR POINT OF VIEW.

Mr. N. L. Jackson, who seems to have retired to that obscurity from which I never saw any justification for his emerging, brought out a book on Association football a couple of years ago. The most interesting parts of that volume were written by other people than Mr. Jackson—but that is a detail. However, Mr. Jackson has been a bitter opponent of professionalism and an upholder of amateurism. Through tinted spectacles he viewed all matters, and to me it was ever a matter of difficulty to discover a sufficient reason for the unending attitude he adopted. So far as I know he never attended a public school of the stamp of Harrow. Nor did he graduate at any of our universities. In his own words in his book Mr. Jackson, who is just a plebeian like you and I, describes himself as a "Jack of all trades and master of none."

Well, we will take him at his own valuation. Through his coloured binoculars, then, Mr. Jackson declares that "a new epoch in the game dates from the commencement of the season 1891-92, when the Association adopted the rule granting what is known as the 'penalty kick.' It is hardly too much to say that by imposing a special penalty for certain acts of unfair play, a revolution was effected. If before the passing of this rule anyone had ventured to assert that the spirit of sport had been so thoroughly extinguished by professionalism that in many clubs there prevailed a disposition to break the laws willfully and deliberately, or in other words to cheat their antagonists, he would have raised a storm of contradiction and abuse. But, nevertheless, those charges were practically admitted by the passing of the new rule." Mr. Jackson goes on to suggest that penalty kicks are common every week in League matches, and that the rule ought to have been made optional, so that amateurs might have declined to recognize it. He concludes his reference to this subject by saying—

"It could have been adopted for professional matches without insulting the man who plays the game in the old spirit."

A "PENALTY" IN THE UNIVERSITY MATCH.

After all this high falutin' it may interest readers to be assured that penalty kicks are comparatively very rare in first-class League matches, and that on an average there are, I should say, as many penalty kicks given in amateur Cup-ties. But apart from this statement I notice that in the Association football match last Saturday—between the Universities of Oxford and Cambridge—a penalty kick was given! Surely none of these young gentlemen of blue blood and classical culture could be guilty of what Mr. Jackson describes as cheating! Surely, if the highest ideals of sport can be found anywhere they should be seen in a match where the honour of Alma Mater is the only god! Hence 'we rub our eyes when we read that the Cambridge back, P. L. Hollins, an Old Etonian, after giving a goal away by kicking past his custodian, L. D. Driffield, deliberately handled a shot from the Old Wykehamist F. W. Comer, which must otherwise have scored. The Cartesian C. F. Lyder did not obtain a goal from the free kick, but that is immaterial. The point is that in a University match a Cantab of really sporting instincts intentionally fisted a ball—just as I saw Iremonger, of Nottingham Forest, do when they met Bury at Stoke in the semi-final for the English Cup last March. I only attach so much importance to the incident in order to show that human nature is very much alike, and that the penalty kick is not the exclusive property of paid players. In the excitement of the moment, probably, Mr. Hollins forgot himself, and an amateur is, therefore, only a man like a professional. But most of us have recollections of the Oxford and Cambridge cricket match of 1896, when Mr. Frank Mitchell directed Mr. Eustace Shine to bowl a ball to the boundary, so as to prevent Oxford following their innings. Possibly Messrs. Mitchell and Shine were within their rights to show us how not to play cricket, and possibly P. L. Hollins had a right to fist the ball and take the risk of a penalty kick, but a Nemesis-justice was done on each occasion. In the cricket match G. O. Smith played his never-to-be-forgotten innings of 132, and Oxford won by four wickets, obtaining the record score for the fourth innings in this contest. In the same way the Oxonians prevailed last Saturday at "Soccer"—how I hate this word—by three goals to two, for Mr. Hollins gave away the winning goal.

THE RIVAL BLUES.

The match between Oxford and Cambridge ended in a victory for the Dark Blues by three goals to two, but there is no doubt that both teams this year were below the standard that one as a right to expect from these students. I fail to discern the cause, but in my opinion the dribbling game at our two sister universities does not attain that high plane of play which might reasonably be anticipated considering the choice of the executive and the achievements of undergraduates in other branches of sport. In athletics, cricket, Rugby football, golf, racquets, rowing, and tennis, Oxford and Cambridge have provided the country with many really great players, but of late, since Association football has been a great national game, the Universities have not turned out many men worthy of international honours. Oxford has given us such as C. J. Ottaway, the Rev. G. B. Raikes, G. O. Smith, P. M. Walters, L. B. Wilkinson, and Cambridge such as C. J. Burnup, W. N. Colbold, G. H. Cotterill, A. T. B. Dunn, R. C. Gosling, T. Lindley, L. V. Lodge, Hon. A. Lytton, P. J. de Paravicini, and L. H. Gay, to mention the most prominent, but all circumstances considered the universities have not acquitted themselves at the dribbling game as one might expect. It is

admitted that this year both teams were exceedingly poor, and that their display last Saturday was uninteresting, for the Cambridge half-backs were weak and but no support to their forwards, while Oxford played a hard bustling game and were generally attacking. The first match between Oxford and Cambridge was decided at the Oval on 30th March, 1874, and was won by Oxford by the bare majority of one goal. The victors eleven included C. J. Ottaway, F. H. Birley, R. W. Seely-Vidal, and W. S. Rawson, who all gained international caps against Scotland. The only drawn game was in 1889, and including this season Cambridge have the better of the argument with sixteen wins compared with twelve. In the Cambridge eleven this year I notice the names of S. H. Day and R. N. R. Blaker, the two Kentish cricketers. If anyone will take the trouble to look over the names of the University players he will find that such famous exponents of the summer game as C. J. Ottaway, B. T. Thornton, M. C. Kemp, R. C. N. Palairet, C. B. Fry, Reginald E. Foster, of Oxford, and the Hon. A. Lytton, D. Q. Steel, O. P. Lancashire, F. Lacey, P. G. J. Ford, L. H. Gay, E. C. Streetfield, and C. J. Burnup, of Cambridge, have earned their colours as dribblers. The Association game is such a noble pastime that I should like to see better class players turned out of the Universities.

NOTTINGHAM FOREST V. ASTON VILLA.

For the first time for a month a complete series of matches in the senior division of the Football League was decided on Saturday and proved interesting, as bearing upon the destination of the championship, as well as the English Cup. Nottingham Forest visited Stoke who, save in cup ties, have been playing so well this year. Possibly they thought of serving the Foresters the same as they had done Newcastle United, Sheffield United, and Manchester City. But they reckoned without the Foresters, who obtained three goals, the first from a scrimmage just on the interval, and the remainder by the aid of Morris and Calvey—certainly two of the finest forwards playing in England to-day. Arthur Morris, who is the Welsh international, learned his game at Aberystwith, but has greatly developed since he joined the Reds, as the Forest are so often called. Standing 5ft. 10in., and weighing 11st. 10lbs., he combines pace with poundage. He has great command over the ball, weaves a sinuous path for goal, and is a grand shot. I saw the other day that Jack Calvey was claimed as the product of southern football. Well, he was born at Southbank, near Middlesbrough, twenty-five years ago. He was apprenticed to a boiler-maker, but to play football was his ambition, and he left the north before his indentures were completed. He made his name with Millwall, and was retained by Nottingham Forest, at a salary which many a physician, lawyer, or doctor would envy. Indeed, the authorities enquired into the financial arrangements of the club with Calvey, who now plays centre instead of inside right. By his conversation, this young man convinces you that he is as sharp as a razor, and has a boundless enthusiasm for the game. He stands 5ft. 9in., and pulls the scale down at 13st. 10lbs., so that he is very similar in build to Murray, the young Scotchman who plays inside right. There three "inside" men of the Forest are magnificent forwards, and to them in a large measure the club holds its present exalted position. We shall see what they can do against Aston Villa in the National Cup to-day (Saturday). The mere fact that the "Villans" were beaten a week ago—2-0—by Notts County is not a matter for serious consideration, as the Birmingham club were not at full strength. The meeting of the Villa and the Forest will certainly be the match of the second round. Both have won the English Cup. The "Villans" were last season the League champions, and the Foresters are in this campaign their presumptive successors. In their League match at the Aston Lower Grounds on 15th December, 1900, the home club won by 2-1, but it was a desperate struggle, and with the least luck the Reds would have triumphed. The "Villans" and the Foresters are the two oldest opponents in the second round, for they first met in the English Cup on 4th December, 1889, when the Forest were vanquished by 2-1. On 5th November, 1881, they were drawn together again, and once more the "Villans" were victorious by 4-1. But then we pass over a great sweep of years, fruitful of changes, before they are paired a third time. That occurred on 2nd March, 1895, when the Reds were routed at old Perry Barr by 6-2. But on 28th January, 1899, the chances of the Foresters came on their own ground, and they dismissed the Aston men by 2-1. Thus this stands out boldly as the only English Cup-tie the Foresters have won against the Villa, who have had much the better of the argument in all matches. Possibly the advantage of ground will enable them to triumph again.

SHEFFIELD UNITED AND EVERTON.

An equally exciting Cup-tie will be that fought to-day between Sheffield United and Everton, even though the former were beaten in hollow fashion last Saturday by Sunderland, whom a week previous they had dismissed from the Cup. Everton have not happy recollections of their national Cup engagements in Sheffield, for in successive years 1895 and 1896 the Wednesday team knocked

them out at Oliva Grove—and the way the Wednesday pulverised them in 1896 by 4-0 I shall never forget. Everton are one of those teams who are always going to win the Cup, but they have yet to do so, although in 1893 and 1897 they were only beaten in the final by an odd goal. In 1891 Everton were given their quietus by Sunderland, in 1892 by Burnley, in 1893 by Wolverhampton Wanderers, in 1894 by Stoke, in 1895 and 1896 by Sheffield Wednesday, in 1897 by Aston Villa, in 1898 by Derby County, in 1899 by Nottingham Forest, and in 1900 by Southampton. The sequence to-date will probably be completed by Sheffield United, Notts and Wolverhampton Wanderers are sure to enjoy a grim struggle, but on form the Notts men ought to enter the third round. Bury have to appear in London to face Tottenham Hotspur, and, strange as it may seem, I hear that the Lancastrians prefer this tie to meeting Preston North End. Bury acquitted themselves with infinite credit on Saturday in defeating West Bromwich on their ground, and the "Throstles" will probably find Woolwich Arsenal a tough proposition, but they should silence the "big guns."

CRICKETANA.

The Marylebone Cricket Club move slowly. Since the middle of December the world of cricket has been convulsed on the question of bowlers throwing, but on 12th February we are gravely informed that the Committee of the M.C.C. are willing to "officially consider" the recent action of the county captains "provided the first-class counties wish them to do so." As a matter of fact the M.C.C. have for weeks tried to disclaim all responsibility for what happened at Lord's on 10th December, when certain bowlers were practically told to keep off the grass and others were named. If the M.C.C. are going to do its duty this vital question cannot be shirked, and I believe the majority of the shires will be glad for them to consider the situation. Moreover, we are told that the question of altering the law of leg-before-wicket is to be brought forward at the annual meeting of the club in May. The authorities at Lord's have had this rule under discussion for years, and it seems to me that they should not hesitate to decide that a batsman who willfully plays a break-bull with his pad should seek the seclusion of the pavilion. At lawn tennis and in the real tennis if a ball touches any part of the player's clothing or his body, or if he touches the net in making a stroke, the defender loses a point. I would almost give this length at cricket. At any rate I feel so strongly on pad-play that I would unhesitatingly give any man out who by this means tried to trick the bowler.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, **TO-DAY (THURSDAY),** the 28th March, 1901, at 2.45 P.M., at No. 1, Stewart Terrace, the Residence of G. A. CALDWELL, Esq., **THE WHOLE OF HIS HOUSEHOLD FURNITURE.** (Particulars can be seen from Catalogues.) **TERMS:—As Customary.** On View from Wednesday, the 27th inst. **GEORGE P. LAMBERT,** Auctioneer.
Hongkong, 23rd March, 1901. [837]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, **TO-MORROW (FRIDAY),** the 29th March, 1901, at 2.45 P.M., at No. 1, Canton Villas, Kowloon, the Residence of Mr. A. N. JUKK, **THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.** Comprising—
Single and Double BEDSTEDS, WARD-ROBES with BEVELLED MIRRORS, BUREAU, WASHSTANDS, RUGS, BED-LINEN, BLANKETS and LACE CURTAINS, SIDEBOARD, DINING TABLE, OVER-MANTELS, BLACKWOOD WRITING TABLE, CHAIRS, CUTLERY, ELECTRO GLASS and CROCKERY WARE, ENGRAVINGS, OIL-PAINTINGS, &c., &c., BATHROOM, and PANTRY REQUISITES.
On View from Thursday, 28th March. Catalogues will be issued. **TERMS:—As Customary.** **GEORGE P. LAMBERT,** Auctioneer.
Hongkong, 22nd March, 1901. [822]

GOVERNMENT NOTIFICATION.

No. 162.

THE following Particulars and Conditions of Sale of **CROWN LAND** by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on **MONDAY,** the 1st day of April, 1901, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART, Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 16th March, 1901. [861]

PARTICULARS OF THE LOT.

No. of Lot.	Registry No.	Locality.	Boundary Measurements.	Capacity in Cattle or Sheep.	Annual Rent.	Upset Price.
			N. S. E. W.			
			ft. ft. ft. ft.			
1	100	Barker Road	150 150 100 100	15,000	30	\$50

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PUBLIC AUCTION.

THE Undersigned have received instructions from THOS. YULE, Esq., to sell by Public Auction,

on SATURDAY,

the 30th March, at 2.30 P.M., at their Sales Rooms, Ice House Street, **THE WHOLE OF HIS HOUSEHOLD FURNITURE.**

Comprising—
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TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th March, 1901. [880]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

MR. GEORGE P. LAMBERT has received instructions from the Mortgagee to Offer for Sale by Public Auction, on

on MONDAY,

the 1st day of April, 1901, at 3 O'CLOCK P.M., at his Office, Duddell Street, **ALL THAT PIECE OR PARCEL OF GROUND** situate at Victoria, Hongkong, known as No. 14, Cleverly Street, and Registered in the Land Office as Section B of Inland Lot No. 103 held for the residue of a term of 99 years from the 26th day of June, 1843. Area 528 Square feet or thereabouts. Proportion of Crown Rent \$10 per Annum.

For Particulars and Conditions of Sale, apply to—
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the 1st day of April, 1901, at 3.30 P.M., at his Auction Rooms, Duddell Street, by

MR. GEORGE P. LAMBERT, Auctioneer.

Lot 1.—ALL THAT PIECE OF GROUND

registered at the Land Office as Section C of Inland Lot No. 385 with the 3-storied dwelling house, containing 6 rooms, known as No. 5, Seymour Road, with Stone and Iron Verandahs, and commanding a good view of the Harbour. This property is held from the Crown for the residue of a term of 99 years subject to a mortgage for \$8,000 at 8 per cent. per annum.

Lot 2.—ALL THOSE PIECES OF GROUND

respectively registered at the Land Office as Section A of Hongkong Inland Lot No. 211, held from the Crown for the respective residues of the terms of 75 years subject to a mortgage for \$5,000 at 8 per cent. per annum. The Houses erected on this property are Nos. 149, Market Street, and 21, Balaclava Street. 3 storeys high, newly built, with Stone and Iron Verandahs and shops below, near the Market and Kowloon Docks.

For further particulars, apply to—
C. EVANS,
Solicitor for Vendor, or to
GEORGE P. LAMBERT,
Auctioneer.
Hongkong, 25th March, 1901. [850]

FOR SALE.

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Apply to—
C. Z.,
Care of Daily Press Office.
Hongkong, 22nd March, 1901. [817]

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COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

Wm. FARLANE, Manager.
Hongkong, 17th February, 1899. [65]

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J. W. KEW, Manager.
20, Des Vaux Road.
Hongkong, 18th December, 1900. [5133]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	PLASSY	Brit. str.	—	C. F. Preston, R.N.R.	P. & O. S. N. Co.	On 30th inst. at Noon.
LONDON	STENTOR	Brit. str.	—	G.M. Montford, R.N.R.	BUTTERFIELD & SWIRE	On 2nd April.
LONDON	BOMBAY	Brit. str.	—	—	P. & O. S. N. Co.	On or about 6th April.
LONDON	ADAMANT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th April.
LONDON	ADAMANT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd April.
LONDON	ADAMANT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th April.
LIVERPOOL DIRECT	ADAMANT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th April.
BREMEN, VIA PORTS OF CALL	STUTTGART	Ger. str.	—	P. Giesch	MELCHERS & CO.	On 3rd April at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	TAMBA MARU	Japan. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 5th April at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL	ERNEST SIMONS	Ger. str.	—	Durand	MELCHERS & CO.	On 8th April at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SANUKI MARU	Japan. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 19th April at Daylight.
MARSEILLES & LONDON	CANDIA	Ger. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On or about 20th April.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	MANCHURIA	Ger. str.	—	Schoening	MELCHERS & CO.	Quick despatch.
HAVRE, BREMEN & HAMBURG	FREIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	To-morrow.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	e. Binzer	CARLOWITZ & CO.	On or about 4th April.
HAVRE & HAMBURG	SAYOIA	Ger. str.	—	Behrens	CARLOWITZ & CO.	On or about 8th April.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 15th April.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Knip	CARLOWITZ & CO.	On or about 3rd April.
NEW YORK VIA PORTS & SUEZ CANAL	GYMERIC	Brit. str.	—	E. Arch. Hall, R.N.R.	CANADIAN PACIFIC R. CO.	On 2nd April.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	F. McNair	DODWELL & CO. LIMITED	To-morrow.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 10th April.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TANTAR	Brit. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 13th April at 4 P.M.
SAN FRANCISCO VIA AMOY, &c.	IDZUMI MARU	Japan. str.	—	—	O. & S. S. Co.	On 13th April at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Japan. str.	—	—	PACIFIC MAIL S. S. CO.	To-day, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	—	BUTTERFIELD & SWIRE	On 13th April.
SAN DIEGO, &c. VIA MOI, &c.	SERATHOYE	Brit. str.	—	N. Tate	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
AUSTRALIAN PORTS	ROSETTA MARU	Japan. str.	—	—	BUTTERFIELD & SWIRE	On 9th April.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & CO.	On 11th April at Noon.
AUSTRALIAN PORTS	AWA MARU	Japan. str.	—	N. Trent	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
KOBE & YOKOHAMA	INABA MARU	Japan. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 12th April at Daylight.
SHANGHAI	SOBRON	Brit. str.	—	L. M. Wibmer, R.N.R.	BUTTERFIELD & SWIRE	On 30th inst.
FOOCHOW VIA SWATOW & AMOY	ANTUNG MARU	Japan. str.	—	S. Atami	MITSUBI BUSSAN KAISHA	On 10th April at Daylight.
SWATOW, AMOY & TAIWANFOO	AKASHI MARU	Japan. str.	—	K. Suzuki	DOUGLAS LARRAIK & CO.	To-morrow, at Daylight.
TAMUUI VIA SWATOW & AMOY	DAIJIN MARU	Japan. str.	—	T. Ogata	MITSUBI BUSSAN KAISHA	On 3rd April at Daylight.
CEBU & ILOILO	KAIFONG	Brit. str.	—	N. Tait	BUTTERFIELD & SWIRE	To-morrow.
MANILA	SUNOKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	ROSETTA MARU	Japan. str.	—	—	NIPPON YUSEN KAISHA	On 9th April.
MANILA	TAIYUAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SINGAPORE & BOMBAY	CHOWTAI	Brit. str.	—	—	SANDER, WILKE & CO.	On 3rd April, P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	MELBORENE	Amr. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Japan. str.	—	S. Kawamura	—	—

SHIPPING.

ARRIVALS.
 Mar. 26, SISHAN, British str., 845, Holton, Saigon 22nd March, Rice—BRADLEY & Co.
 Mar. 26, HAILAN, French str., 377, Morleux Pakhoi and Hoihow 25th March, General, A. R. MARTY.
 Mar. 27, BANDAKAN, German steamer, 1,300, A. Brandt, Pakhoi and Hoihow 25th March, Rice—JACOB & CO.
 Mar. 27, QUANG, Ger. str., 1,144, Johannsen, Pakhoi 25th March, Rice—SANDER, WILKE & CO.
 Mar. 27, AWA MARU, Japanese str., 3,912, N. Trent, Singapore 22nd March, General—NIPPON YUSEN KAISHA.
 Mar. 27, THALES, British str., 820, A. Robson, Swatow 26th March, General—DOUGLAS LARRAIK & CO.
 Mar. 27, DAIJIN MARU, Japanese str., 399, T. Ogata, Swatow 26th March, General—M. B. KAISHA.
 Mar. 27, HONGKONG, French str., 802, Pannier, Hoihow and Hoihow 25th March, General—A. R. MARTY.
 Mar. 27, MICHAEL JENSEN, German str., 713, J. Jensen, Hoihow 25th March, General—JENSEN & CO.
 Mar. 27, MIKE MARU, Japanese str., 2,094, M. Yagi, Moji 22nd March, General—NIPPON YUSEN KAISHA.
 Mar. 27, MONGKUT, German steamer, 850, A. Muller, Bangkok 20th March, Rice and General—BUTTERFIELD & SWIRE.
 Mar. 27, WOSANG, British str., 1,127, Johns, Canton 27th March, General—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office, 27th March.
 Tetsuami Maru, Japanese str., for Moji.
 Hilsen Maru, Japanese str., for Kuchinotsu.
 Konigsberg, German str., for Shanghai.
 Anigo, German str., for Amoy.
 Hailan, British str., for Hoihow.
 Canton, British str., for Shanghai.
 Canton, British str., for Ningpo.
 Cheong of British str., for Shanghai.
 Emerilda, British str., for Manila.

DEPARTURES.

Mar. 26, LOKSANG, British str., for Shanghai.
 Mar. 27, HAILONG, British str., for Hoihow.
 Mar. 27, PAKSHAN, British str., for Swatow.
 Mar. 27, GANTON, British str., for Shanghai.
 Mar. 27, GUOYANG, British str., for Shanghai.
 Mar. 27, KETWANG, British str., for Hongkong.
 Mar. 27, ESMERALDA, British str., for Manila.
 Mar. 27, ANPING MARU, Jap. str., for Swatow.
 Mar. 27, FRONTO, German str., for Hoihow.
 Mar. 27, TSINTAU, German str., for Chefoo.
 Mar. 27, ARISTEA, Austrian str., for Moji.

VESSELS IN DOCK.

ABERDEEN DOCK—Elita Novich, Flandria.
 LONDON DOCK—U.S.S. Ida de Luzon, U.S.S. Bennington, U.S.S. Yorktown, S.M.S. Hertha, U.S.S. Newark, S.M.S. Jaguar, H.M.S. Percival, Hani, Lico, Hoihow, Suleit, Lung Tsig, Prosper.
 COSMOPOLITAN DOCK—U.S.S. Concord, Concor, Milos, Victoria, Onang, Perla.

SHIPPING REPORTS.

The German steamer Mougkut, from Bangkok 26th March, had fair weather, N. winds and moderate sea.
 The British steamer Thales, from Swatow 26th March, had light S.W. winds with fog. Steamers in Swatow—Kashang, Uhefo, Kishiang, Fookang and Peiching.

VESSELS PASSED ANJER.

March 3, British str., Duke of Sutherland, Cebu, from London for Batavia.
 March 5, British str., Abyssinia, Hettou, from Manila for Australia.
 March 6, Dutch str., Myrmidon, Rorison, from Amsterdam for Batavia.
 March 6, Dutch str., Burgomester den Tex, Veratigh, Mar. 6, from Batavia for Amsterdam.
 March 7, Dutch str., Soembing, do Boer, from Rotterdam for Batavia.
 March 9, British str., Duke of Devonshire, Makepeace, Mar. 8, from Batavia for London.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD ORIENTAL LINE.

FOR SINGAPORE.

THE Company's Steamship
 "CHOWTAI"
 will be despatched for the above port TO-DAY, the 28th inst.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 27th March, 1901.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD ORIENTAL LINE.
 THE Company's Steamship
 "ROSETTA MARU"
 will be despatched for the above port TO-MORROW, the 29th inst. at 4 P.M.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 27th March, 1901.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"ROSETTA MARU"

(3,411 tons gross, Captain N. Tate), will be despatched for the above port TO-MORROW, the 29th inst. at 4 P.M.

This Mail steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MITHARA, Manager, NIPPON YUSEN KAISHA, Hongkong, 26th March, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PLASSY"

Captain C. F. Preston, R.N.R., carrying His Majesty's Mails, will be despatched from this for Manilla and London on SATURDAY, the 30th March, at Noon, taking passengers and cargo for the above ports.

All Cargo for France and London will be conveyed direct without transhipment.

Cargo for Bombay will be transhipped at Colombo into the s.s. Masagon.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. EITCHIE, Superintendent, Hongkong, 18th March, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY

THE Company's Steamship

"DAIJIN MARU"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 31st inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th March, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO

THE Company's Steamship

"AKASHI MARU"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 3rd April, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th February, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIOU, PORT DARWIN AND QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"

Captain P. T. Helms, will be despatched for the above ports on THURSDAY, the 11th of April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th March, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

Freiburg (Hamburg-Amerika Linie) On 20th March. Freight.

Marburg (Hamburg-Amerika Linie) On 2nd April. Freight.

Marburg (Hamburg-Amerika Linie) On 4th April. Freight and Passage.

Marburg (Hamburg-Amerika Linie) On 8th April. Freight.

Marburg (Hamburg-Amerika Linie) On 15th April. Freight and Passage.

Marburg (Hamburg-Amerika Linie) On 15th April. Freight and Passage.

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Marburg (Hamburg-Amerika Linie) On 15th April. Freight and Passage.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

"EMPEROR OF CHINA", Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April, 1901.

"EMPEROR OF INDIA", Comdr. O. F. Marshall, R.N.R. WEDNESDAY, 24th April, 1901.

"EMPEROR OF JAPAN", Comdr. H. Pybus, R.N.R. WEDNESDAY, 15th May, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and around the world. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PYRRHUS"	On 1st April.
GLASGOW and LIVERPOOL	"ANTENOR"	On 1st April.
GLASGOW	"ULYSSES"	On 11th April.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	On 2nd April.
LONDON	"IDOMENEUS"	On 16th April.
LONDON	"AGAMEMNON"	On 23rd April.
LONDON	"AJAX"	On 30th April.
LIVERPOOL, DIRECT	"TANTALUS"	On 15th April.
(Taking Cargo at London Rates)		

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 24 March, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR		
MANILA	STEAMERS	TO SAIL
CEBU and LOILO	"SUNGKIANG"	On 29th March.
SHANGHAI	"KAIKONG"	On 29th March.
MANILA	"CHINKIANG"	On 30th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 9th April.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 28th March, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.		
STEAMERS	DATE	TIME
Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Mar. 28, 1901, at Noon.	
America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, April 23, 1901, at Noon.	
Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, May 16, 1901, at Noon.	

THE Twin-Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 28th March, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 5th March, 1901.

THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR FOCHOV VIA SWATOW AND AMOY.

The Company's Steamship

"ANPING MARU."

Captain S. Atsumi will be despatched for the above ports on WEDNESDAY, the 11th April, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA,

Agents.

Hongkong, 27th March, 1901.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMB, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 8th April, 1901, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Durand, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 7th April. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 27th March, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU. THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 12th April.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on 12th April. Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 27th March, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Apr. 19, 1901, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 29th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 13th March, 1901.

VESSEL ON THE BERTH

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

The Company's Steamship.

"TARTAR," (4,425 Tons), will leave Hongkong on or about WEDNESDAY, the 10th April, 1901, taking Passengers and Cargo FOR VICTORIA AND VANCOUVER, B.C. (VIA INLAND SEA, KOBE and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe. For Freight or Passage, apply to

D. E. BROWN, General Agent, Hongkong, Hongkong, 9th March, 1901.

NOTICES TO CONSIGNEES

STEAMSHIP "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Océanien*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before 4 P.M. TO-DAY, the 25th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 1st April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st April, or they will not be recognized. All damaged packages will be examined on MONDAY, the 1st April, at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 25th March, 1901.

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.G.L. Steamship

"KONIGSBERG."

Captain Christensen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless intimation to the contrary be given before 3 P.M. TO-DAY, the 26th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox. at 3 P.M.

No Fire Insurance will be effected. SIEMSEN & CO., Agents.

Hongkong, 26th March, 1901.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods have been landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 1st prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd March, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD.

Agents.

Hongkong, 22nd March, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AJAX"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 22nd inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 27th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 30th inst.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th March, 1901.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st April, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 25th March, 1901.

FROM NEW YORK, SINGAPORE AND MANILA.

THE H.A.L. Steamship

"ASTORIA"

Captain Ostermann, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 27th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 3 P.M.

No Fire Insurance has been effected. SIEMSEN & CO., Agents.

Hongkong, 23rd March, 1901.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREEMASONS' HALL on MONDAY, the 1st April, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th March, 1901.

C. E. WARREN, BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention.

YEE SANG & CO.,

COAL MERCHANTS.

have always on hand

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & CO. No. 144, DES VOEUX ROAD.

BANK OF CHINA.

NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO CHINE and which said Notes are expressed on the face thereof to be payable at the Branch Office of the said Banque in Saigon, the numbers of which said Notes are as follows:—

Series V 49 1 to 1,000 of \$1 (One dollar) each
Series Z 49 1 to 1,000 of \$1 (One dollar) each

The Public are hereby CAUTIONED against purchasing or dealing in any way with said Notes at the Banque de l'Indo Chine accept no liability for the same.

By Order of the Chief Manager in Saigon.
For the BANQUE DE L'INDO CHINE.
L. BERINDOAGUE,
Acting Manager.

Hongkong, 26th February, 1901.

MITSUBI BUSSAN KAISHA

No. 6, Ise House Street, Prince Central.

Head Office—Tokyo.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENTS—

Milke Coal Mines,

Kanada Coal Mines,

Hokoku Coal Mines,

Tagawa Coal Mines,

Ida Coal Mines,

Yonokihara Coal Mines,

Sonoda Coal Mines,

Fukushima Coal Mines,

Yoshinotani Coal Mines,

Ohnoura Coal Mines,

No. 1, Ohtsuji Coal Mines,

Lehimura Coal Mines,

Kishima Coal Mines,

Yoshio Coal Mines,

Yamaoka Coal Mines,

Mamoru Coal Mines,

The Osaka Shosen Kaisha, Limited,

Tokio Marine Insurance Co., Limited,

Meiji Fire Insurance Co., Limited,

Kanagawa Cotton Spinning Mills,

Fushimi Cotton Spinning Mills,

Onoda Cement Company,

Imperial Government Paper Mills,

MITSUBI BUSSAN KAISHA,

M. FUJISE, Manager.

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INTIMATIONS

TWO thoroughly-experienced, Certificated, College-trained TEACHERS, lately from England, are Open to take PRIVATE PUPILS.

For Terms, &c., apply to—

ALAN G. BRAUN,

FREDERICK G. WHITTICK,

The Diocesan School, Hongkong.

Hongkong, 25th March, 1901.

NOT RESPONSIBLE FOR DEBTS.

WITH This Day Mr. E. JOCKERS CRAEED to be a CLERK at our Office, and we don't hold ourselves RESPONSIBLE for any DEBT incurred by him.

NORDEUTSCHER LLOYD,

